



Trans-Lake Washington Project

Community Design Process Summary of February 2001 Community Design Workshops Draft – 3-28-01

Prepared for

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March 2001

Filing Code: /E-File ID:

1. OVERVIEW OF REPORT

This report provides an overview of the community design process (Section 2), provides a categorized summary of the input received (Sections 3-6), and lists who participated in the first series of workshops (Section 7).

2. OVERVIEW OF COMMUNITY DESIGN PROCESS

The Trans-Lake Washington Project is evaluating potential alternatives for improving mobility in the SR 520 corridor. A key objective of the project is to ensure that mobility improvements will be designed to make SR 520 a better neighbor with the community, and a better fit with the environment. In order to meet this objective, the community design process is a key part of the project, which includes providing input to how potential alternatives are designed and evaluated. The objective of the community design process is to understand the answers to the following questions:

- What are the most important community objectives to factor into the design process?
- What is the community vision of a successful project?
- What ideas will address the community's principles and values?
- What are promising ways to mitigate noise, traffic, and other transportation impacts?

The input received from participants in the process will be incorporated, to the extent possible, during the design and evaluation by the project's technical team and provided to the project's committees (Executive, Technical, and Advisory) to consider as part of their decision-making process. Community design workshops are being held in four locations along the corridor:

- Portage Bay/Eastlake/Roanoke/North Capitol Hill neighborhoods
- Montlake and Laurelhurst neighborhoods
- West of I-405 to the eastern shore of Lake Washington
- East of I-405 to the terminus of SR 520.

At each location a series of three workshops are being held. The purpose of the first community design workshop held in November 2000 and summarized in this report, is to identify the community values and characteristics. The second workshop held in February 2001 included presentation of potential alternatives and design options for review by the participants. A third workshop will be held in late Spring 2001 and will present potential multi-modal alternatives and design options, again for review and input by the participants.



In order to ensure the input received during the community design workshops was reflective of the community-at-large, workshop invitees were selected to ensure as broad a representation of the community as possible. This included residents, business, school and church representatives, park and public facilities representatives, etc. The project team worked with the local jurisdictions along the corridor as well as existing community groups to identify individuals and interests to participate in the process. Participants were asked to commit to participate in all three workshops. An emphasis was placed on those who lived or worked immediately adjacent to the corridor, however, others were invited from major facilities, business, or neighborhoods that either had an impact on or were impacted by the SR 520 facility. A list of workshop attendees is included in Section 8.

Open houses were held March 6 (Seattle) and March 8 (Bellevue) to ensure participation by the public in the community design process. At the open houses, the same questions and materials were presented to the public as were presented to the workshop participants. Invitations to the evening sessions were sent to the project's mailing list as well as posters placed at locations throughout the communities.

3. MONTLAKE COMMUNITY VALUES

The Montlake community is generally described as the residences and business districts to the north and south of SR 520, stretching from the Montlake Bridge at the north end to 24th and Boyer at the south end, from the Arboretum and Husky Stadium to the east and to Portage Bay on the west.

Local Traffic

- West Montlake Place should not be terminated as a way to discourage cut-through traffic as eliminating access here will force drivers to go further into the neighborhoods to reach SR 520.
- Reopening the road from the Museum of History and Industry to Hamlin and Shelby may encourage cut-through traffic. New by-pass opportunities should not be created for SR 520 traffic through the neighborhoods.
- If local streets are put in cul-de-sacs or dead-ended, then the turning radius of safety and emergency vehicles needs to be considered.
- Changing Shelby and Hamlin to two-way traffic would eliminate on-street parking, which is necessary for homes that do not have garages.
- The conceptual drawing of a tunnel under SR 520 to Pacific, including general purpose traffic, could eliminate traffic on the Montlake interchange.
- One of the traffic problems is driving south on Montlake Boulevard to SR 520 eastbound and from SR 520 westbound, driving north on Montlake Boulevard. Could these movements be made transit only and general-purpose traffic routed through the tunnel to Pacific Street?



- It may not be appropriate to continue funneling traffic from north Seattle through Montlake Boulevard.
- One way to eliminate traffic would be to make Montlake Boulevard a half interchange only.
- Could traffic be focused at the interchange at Pacific instead of at Montlake Boulevard?
- Putting more traffic on Lake Washington Boulevard is unacceptable. It's park-like character should be maintained.
- Lake Washington Boulevard at Montlake Boulevard should be maintained as a 4-way signalized interchange to allow access for residents.
- Putting new traffic at Pacific and Montlake Boulevard may just create more of a bottleneck. Is there a way to connect the traffic to 45th and Sand Point where the traffic is coming and going to?
- The function of Montlake Boulevard as an arterial should be maintained.
- The interchange option that shows roads between Montlake Boulevard and Lake Washington Boulevard is not acceptable; they should be consolidated into the middle of a lid.
- Alternative routes to residents should be created.
- Do not impact Shelby and Hamlin streets with tunnel a to Pacific Street.
- Do not turn the entrance to the Arboretum into freeway access.
- The single-point interchange does not seem to address queuing of SR 520 traffic onto Montlake Boulevard.
- North to east and east to north movements are a major problem through the Montlake community.
- How does the interchange options impact queuing on neighborhood streets?
- If the Pacific tunnel is built, would volumes decrease enough on Montlake Boulevard to allow for roundabouts?
- Could Lake Washington Boulevard be extended onto a lid?
- How does adding capacity to SR 520 affect traffic on Montlake Boulevard?

Bicycle/Pedestrian

- Look for more opportunities for pedestrian crossings across Montlake Boulevard, such as flyover bridges.
- In the Olmsted Park Plan, pedestrians were given access on the surface and this access should be maintained.
- The bicycle path on Lake Washington Boulevard was moved off of the roadway because of conflict with the traffic. Is it possible to move it back onto the roadway if traffic is decreased?



- The project should examine the feasibility of connecting the bicycle/pedestrian facility on SR 520 to 37th in Madison Park by a small bridge.
- A single-point interchange option may detrimentally impact the ability of pedestrians to cross Montlake Boulevard.
- What would the bicycle/pedestrian trail across SR 520 look like?

Transit

- Access to transit from Montlake Boulevard onto SR 520 should be from both sides of the road. Also, the transit station should be designed to limit the width of the freeway.
- The community does not want to lose transit access at Montlake Boulevard.
- Parking with a new facility may compound the traffic problems in the neighborhood. Look for opportunities to maximize transit use.
- High capacity transit is needed in both the SR 520 and I-90 corridors.
- If a decision is made to place high capacity transit on I-90, what would transit's role on SR 520 be in the future?

Community Facilities

- The Museum of History and Industry building should be left as it is today.
- There is an opportunity to create, where the Museum of History and Industry is today, a building and develop other uses that works better with the community. This could include a library.
- The Montlake community has an agreement with the City of Seattle and University of Washington that the University will not locate facilities south of the Canal. If a change is made to this, the community would require significant improvements and/or mitigation in return.
- The Museum of History and Industry is interested in keeping the basement of its current building as the location for its archives.
- Understanding the requirements for co-development on top of the lids may allow a public facility to be built.
- Green space is an attractive feature on top of the lid to balance the amount of roads in the neighborhood.
- How much land would be created on top of a lid? The community needs to look at what would be available and what kind of local use could be created.
- The plantings along Montlake Boulevard are valued by the community and should be continued south of Hamlin.
- Could the suggested lid be extended further east?



Community Impacts

- The project will need to address impacts during construction.
- Any residential takings will cause a significant neighborhood reaction. However, taking the Museum of History and Industry may be something that the community is willing to discuss.
- The community wants to reclaim use of their yards and open windows. What are the range of opportunities for addressing the noise impacts?
- If the eight-lane alternative is chosen (one HOV and one general purpose lane), it will have a greater impact on local streets. The community needs to be able to understand these impacts.
- If the alignment of SR 520 is shifted to the north, the project needs to work with the Seattle Yacht Club and the NOAA facilities.
- The area where SR 520 is today is part of the original Olmsted Park Plan and the community does not desire placing new buildings in the park area.
- Why does the alignment of SR 520 need to be straightened through the Montlake area? How far north would the road have to be shifted?
- Requirements in today's noise standards should be further explained, such as whether vehicles are exempt from the standards?

4. PORTAGE BAY, ROANOKE, EASTLAKE, AND NORTH CAPITOL HILL COMMUNITY VALUES

The Portage Bay/Roanoke neighborhood is generally described as Portage Bay to the east, Lake Union to the north, I-5 to the west, and SR 520 to the south. The Eastlake neighborhood is generally described as the area from I-5 to the east, Roanoke Street to the north, Lake Union to the west, and Fairview Avenue to the south. The north Capitol Hill neighborhood is generally described as 15th Avenue to the east, SR 520 to the north, I-5 to the west, and Boston Street to the south.

Local Traffic

- Information about the existing, added, and eliminated interchanges should be added to the drawings.
- More streets connecting the east and west neighborhoods along I-5 would be beneficial.
- If Roanoke Street is cul-de-saced, how would residents access Harvard and Roanoke?
- Some city streets may be too narrow for two-way traffic and parking on both sides of the street.
- Limiting access to streets in the Roanoke neighborhood would have benefit to the communities and maintain the neighborhood feel.



- Closing 11th Avenue to through traffic would be beneficial to the neighborhood. Access to Seattle Prep may need to be addressed.
- Making Delmar into a major access may cause problems with slides, accidents, etc.
- Allowing a right-hand turn to Delmar from 10th may be feasible if parking for businesses on 10th was created with a lid, over SR 520.
- The street grid in Seattle can handle only so much traffic; closing access to I-5 may be a reasonable trade-off to lessen the amount of traffic on city streets.
- Today, less traffic would be better. The project should look at closing access to freeways.
- Today, traffic cuts through the Roanoke and Eastlake neighborhoods to access the Seattle Center.
- Today, Metro will not add bus routes to Eastlake Avenue because of the traffic levels.
- The connection from SR 520 to Eastlake looks promising.

Bicycle/Pedestrian

- Focusing bicycle access on Interlake makes sense, but concerns about safety with cars will need to be addressed.
- Do not let hills prevent opportunities for bicycle access. Riders can always walk their bikes up a hill.
- Today, bicyclists to Fred Hutchinson are using Fairview instead of Eastlake because of too much traffic.
- Having bicycle/pedestrian access on the Portage Bay viaduct is not essential.
- The Fairview and Eastlake areas should be kept as person-friendly as possible. Safety for pedestrians and bicyclists is part of the Eastlake Neighborhood Plan.
- Do not limit access to Lake Union. Visitors to Fred Hutchinson often walk across Fairview to walk along Lake Union.
- Are bicycle and pedestrian connections being made to Madison Park?
- Would a bicycle/pedestrian trail be included with the tunnel to Eastlake or would there be another route provided?

Community Facilities

- The idea of lids is an attractive one.
- There is already a lot of housing in the area. Space on top of lids might be better used for open space or parks.
- The land east and west of I-5 is zoned for single-family use. Land on top of a lid should be consistent with the surrounding communities to reconnect the neighborhoods.



- Coordinate with the planned Colonade Park under I-5 that will be built as part of the recently passed parks levy.
- What visual obstructions could occur as a result of lids?

Community Impacts

- Noise walls on both sides of SR 520 should not reflect the noise back into the neighborhoods.
- Would a tunnel to Eastlake under I-5 require ventilation or taking property?
- The impacts of a tunnel on the traffic in Eastlake needs to be examined. It may potentially block access in and out of the Eastlake neighborhood.
- Lights, noise, and other impacts make crossing I-5 dangerous and unfriendly. There should be multiple crossings on I-5.
- Noise walls would not necessarily bring the communities back together but they would have a visual impact.
- A city-funded study looked at the possibility of putting noise mitigation along I-5. This should be incorporated into the Trans-Lake Washington Project.
- Professor Meslyner at Polytec University in Valencia, Spain has conducted research on sound absorbing sculptures, which may be useful in the SR 520 corridor.
- The project should look at protecting homes and local streets before determining whether the transportation improvement alternatives perform well.
- Address noise impacts from the Portage Bay viaduct before addressing the visual impact.
- How would a fly over ramp impact Boylston Street?

5. WEST OF I-405 TO LAKE WASHINGTON COMMUNITY VALUES

The community west of I-405 to Lake Washington is generally described as the residences and business districts in the Towns of Hunts and Yarrow Points, and the cities of Medina, Clyde Hill, Kirkland, and portions of Bellevue.

Local Traffic

- Bellevue Way should provide greater access so that drivers do not feel that they have to cut through the Points communities to access SR 520.
- Bellevue Way needs to serve all directions of traffic; when ramps are not convenient, the result is more cut-through traffic.



Bicycle/Pedestrian

- Bicyclists and pedestrians should be given choices. It was suggested that surface streets could act as a trail in some locations.

Transit

- Rail on a lid would further disconnect the communities and defeat the purpose of a lid.
- Will rail have noise impacts on the community? If so, how would it be addressed?
- Increasing bus traffic on Bellevue Way will further impact the amount of congestion experienced on the roadway.
- Look for opportunities to put parking close to bus rapid transit stations to increase access.
- Some residents believe that there will not be any type of future rail on the eastside to support lake crossings.

Community Facilities

- If the community is interested in seeing a full lid from Lake Washington to I-405, then it should be shown along with other potential options. The objectives of a full lid would be to mitigate the impacts of SR 520.
- On a tour taken of the lid at Mercer Island, it was found that noise increased when there were less coverings (i.e., noise walls versus lids). It was also found that large noise walls on Mercer Island were not necessarily aesthetically unpleasing and there were possibilities to integrate them with the community.
- Land use on top of a lid should be left up to the jurisdiction of the local communities. The most significant question will be in what condition does WSDOT leave it to the communities to develop.
- The drawing illustrates a parking lot on Evergreen Point Road, with no lid by the school goes against the community's values. The parking lot at Fairweather Preserve is adequate; a new lot would block the vista that is there today and drivers would use it as a Park and Ride lot.
- Parking lots promote an urban feel in a residential community, which is not a community value.
- Not showing a lid in some areas does not reconnect the community or address the values of the community.



- Any Park and Ride lot can create problems for the community (i.e., car theft, etc.). The existing Park and Ride lot at Evergreen Point Road ‘disappears’ from the community and thus has less of an impact.
- The community does not want to bring people through the neighborhood streets to access a Park and Ride lot.
- Do not explore Park and Ride lots in residential areas. If they are considered, look for ways to reduce use to address neighborhood concerns.
- Could a park be built under SR 520 at the shoreline to provide access to the water? Could the bicycle/pedestrian trail be ended there to promote use?
- What determines the number of parking spots at a Park and Ride lot?
- Most residents of the Points communities do not need Park and Ride lots to access transit.
- What would be the impact of a tunnel’s portal on the community?

Community Impacts

- The project should work closely with residents who are close to SR 520 in order to understand the full impacts of the noise pollution and find acceptable ways to address them.
- The community has found that noise is an issue of proximity and topography, which influences which communities are most impacted.
- Partial lids will create winners and losers in the community. For example, those residents at the portal of the lid will experience increased noise. A full lid would promote equality.
- The community needs a better understanding of the effectiveness of noise mitigation tools.

6. EAST OF I-405 TO SR 520 TERMINUS COMMUNITY VALUES

The community east of I-405 to the terminus of SR 520 in Redmond is generally described as the residences and business districts in the cities of Kirkland, Bellevue, and Redmond.

Local Traffic

- Opportunities to improve access under SR 520 for north-south movement are attractive while recognizing the potential for local impacts.
- One possibility for reducing traffic through Marymoor Park may be to provide access to parking at Redmond Town Center.
- Traffic from eastbound SR 520 to East Lake Sammamish Parkway is a major problem.



- Marymoor Park is often used as a local access route. Elimination of the ramps to eastbound SR 520 at West Lake Sammamish Parkway would force more traffic through the park.
- The interchange at SR 202 and SR 520 is overpowering; look at making it a single-point interchange.
- Provide direct access for drivers exiting SR 520 to their destinations to avoid cut-through traffic.
- Avoid more traffic on 140th and 132nd. Some groups have been trying to put a bicycle/pedestrian lane on 140th and residents are concerned about having it turned into a general purpose lane in the future.
- Access should be added to the south, not north of SR 520 at 130th.
- Building a full diamond interchange at 130th might eliminate congestion on other north-south streets.
- Layout A for 12th may be confusing for drivers and result in more congestion. Circulation could be a problem as 120th does not go all the way to 8th.
- Provide access to SR 520 between I-405 and 148th.
- At 24th and 124th, access to north and southbound I-405 should be provided so users do not have to get on SR 520.
- Traffic on 108th should be addressed by eliminating truck traffic on 108th.
- There is a concern that eliminating interchanges would concentrate traffic on just one interchange.
- It might be necessary to separate movements from westbound SR 520 to northbound I-405 at an earlier point in order to eliminate congestion on the freeway.

Bicycle/Pedestrian

- The drawings should show existing bicycle and pedestrian trails along the corridor which should not be impacted by improvements.
- The community would prefer to have the existing bicycle/pedestrian trail in the location it is today. However, there are potential enhancements such as protection from noise that would be desired by the community.
- Creating a better pedestrian environment on 148th Avenue is very important and would allow residents on the north side of SR 520 to walk to the Overlake area.
- Look for opportunities to provide better access for pedestrians to transit.
- Explore ways to improve the crossing at 51st and 60th on SR 520 for pedestrians. This is especially important at 60th where children are crossing SR 520 to reach school.
- Placing trails near Park and Ride lots would integrate these two modes.



- A major issue for bicyclists and pedestrians is crossing the SR 520 and I-405 interchange. This should be addressed as part of any new bicycle/pedestrian path along SR 520.
- An upgrade the bicycle/pedestrian trails from I-405 to the lake is an important consideration.
- Whenever improvements are made to streets, bicycle and pedestrian trails should be built into them.
- Any new trails should be Class 1 and accessible to all users.
- Connections to the main trail along the corridor are very important.
- How can trails accommodate both bicycles and pedestrians safely? Look at making the trails wider where bicycles and pedestrians are using the same area.
- Grade separations between the freeway and street system need to be addressed for bicycle/pedestrian trails.
- Meeting with the existing bicycle groups to discuss new trails is important.
- At the SR 202 and SR 520 interchange, access for bicycle and pedestrians should be created.
- The slip lane at 40th is an unsafe environment for bicycles and pedestrians.

Transit

- Park and Ride lots should become centers with opportunities for retail, day care, etc.
- Ferries across Lake Washington should not be part of the solution.
- Service between eastside cities with transit is impossible today. High capacity transit should look at providing access from Kirkland to Redmond.
- High capacity transit service along Bel-Red Road is an attractive option.
- Any high capacity transit options should be integrated with bicycle/pedestrian trails.
- Redmond is considering future development along 85th and High capacity transit here could encourage this development.
- Bus rapid transit could be just as expensive as a fixed guideway and all of the problems of buses (pollution, noise, etc.) would still be a problem.
- Has an alternative been considered that would make SR 520 transit-only?

Community Facilities

- Vegetation helps to make freeways a better place to drive.
- Preserve existing trees and vegetation on 40th by SR 520.
- Opportunities for public involvement in the Redmond area include Derby Days (June) and the Heritage Festival. Suggestions were also made for placing a survey in newspapers.



Community Impacts

- The community might prefer noise walls to commercial development to address noise impacts from SR 520. Commercial development may create more traffic, which will have a detrimental impact on the neighborhoods.
- The solution to noise impacts should not result in more construction.
- The project should consult with communities directly adjacent to the SR 520 corridor to discuss specific mitigation options.
- An opportunity to block noise and create density in the neighborhoods is an attractive option.
- Using buildings at 40th to block noise would be an appropriate way to mitigate.
- Cable-stay bridges should not be built near natural areas as it creates a dangerous environment for flying birds.
- Mitigations and enhancements should be built at the same time as any roadway improvements are made. A delay might jeopardize the funding of these improvements and enhancements.
- Noise from SR 520 in the play fields in Marymoor Park is very loud. Walls in this area may address the noise, but may also bounce noise into natural areas

7. PARTICIPANTS

Montlake Community

	Organization
Ron Stemkamp	Montlake
Pete Marshall	Seattle Parks and Recreation Department
Susan Freccia	University of Washington-Regional Affairs
Jim Kearnes	Montlake Community Council
Doris Burns	Montlake
Neil Wechsler	Montlake Bicycle Shop
Don Stark	Montlake
Ed Switaj	Seatran
Jonathan Dubman	Montlake
John Maloof	Laurelhurst Community Council
Peter Staten	Montlake
Jean Amick	Laurelhurst Community Council
Dia Felice Smith Salogga	Montlake
Susan Sanchez	City of Seattle

Name	Organization
Allan Jones	North Capitol Hill Neighborhood Association
Shelly DaRonche	Fred Hutchinson Cancer Research Center
Pageen Shean	Portage Bay/Roanoke Neighborhood



Dave Thorne	Portage Bay/Roanoke Neighborhood
Wes Larson	Eastlake/Portage Bay Business Association
Betty Swift	Portage Bay/Roanoke Community Council
Chris Leman	Eastlake Community Council and Olmsted-Fairview Park Commission
Kingsley Joneson	Roanoke Park/ Portage Bay
Surain afSandeberg	Eastlake Community Council
Ed Switaj	Seatran
Wally Fletchen	Portage Bayshore Condominium
Mike Brooks	Lowe Enterprises
Ric Anderson	Lowe Enterprises
Brent Lower	Lowe Enterprises
ML Pederson	Eastlake Community Club Board
El McFarland	
Scott Anderson	ZymoGenetics
Cecil Beatty-Yasafate	ZymoGenetics

West of I-405 to Lake Washington

Name	Organization
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Tom Kidd	St. Luke's Lutheran Church
Bob Trimble	Yarrow Point
Hugh Givens	City of Kirkland
Norm Storme	City of Kirkland
Mitch Wasserman	City of Clyde Hill
Randy Heath	Yarrow Point
Laurie Finnely	Hunts Point
Bob Tate	Clyde Hill
Jay Blasingame	Hunts Point
Roland White	Kirkland Transportation Commission
Peter Pitarys	Neighborhood Network North/ Vuecrest
Patrick Hawkins	Clyde Hill
James Barbee	Medina
Jeanne Acutanza	Kirkland

East of I-405 to SR 520 Terminus

Name	Organization
Norah Gaynor	King County Parks System
Robert Nunnenkamp	King County Parks
Lucy Stimmel	Neighbor
Jane Archer	Pro Sports Club
Nancy Penrose	Redmond Resident, bus rider!
Michael Hobbs	Friends of Marymoor Park
Dennis Neuzil	



Bernard VandeKamp	City of Bellevue
TE Heller	Redmond
Pat Field	
Glenn Eades	Citizen
Bertha Eades	Advisory Committee

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